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HONGKONG, 14th April, 1903.

WHEN men are arrested as they have been lately at Singapore because they have been discovered innocently taking snapshots of the public buildings in the Colony, consideration is again invited to the adequacy of the reasons for the excessive precautions which are taken not only in Singapore but in many other places against the "spy." We may associate in this connection the recent story of the arrest of an alleged Russian spy at Aden—a report the truth of which, by the way, has been denied by the Russian Admiral who was in the harbour at Aden at the time. Does it not strike the average man that there is something very absurd about the shadowing of strangers who may consciously or unconsciously wander near a fortification and perchance use a kodak to reproduce the scene? Assuming the person in question to be a spy, what information could he supply as to the defences at our ports which the great military Powers of the world do not already know. The War Office publishes the strength of our garrisons, and it is not difficult for anybody to ascertain the number and nature of the guns at all or any of our ports, or even of the whole available supplies of modern guns in England or any other country. The Aden incident has induced a writer in the *Manchester Guardian* to remark that in one sense the forts are a positive danger to ourselves, for while an enemy would not dare use a single warship for so foolish a process as bombardment, he would willingly hazard a steamer of the volunteer fleet in rapidly landing 2,000 men to turn the fortifications in rear and rush the garrison. The writer quotes our own defences in Hongkong in illustration. "At Hongkong," he says, "heavy guns are mounted on an island remote from the main garrison, and a volunteer ship at night, along the trade route to Canton, like any merchant steamer,

could rapidly land men, capture Stonecutters' Island, turn the guns on to the dockyard, and effect a great deal of damage before the men were dislodged." The obvious comment upon this is that it would be insane for any Power to attempt anything of the kind, for it is extremely unlikely if a landing were effected in this way that the opportunities would be given for doing any material damage. But so far as Stonecutters' Island is concerned, the theory may well provoke smiles rather than fears, and we fancy that in its application to any other British fort the imagination of the author of this pretty little theory would be found to have overreached itself.

The public auction sale of clotheons were by Messrs. Hughes and Hough has been postponed until to-morrow, at 10 a.m.

The American Bible Society has just shipped a large consignment of Bibles, printed in the Zulu tongue, to Capetown, to be distributed among the Zulus.

Shooting in connection with the annual Easter Meeting of the Rifle Association concluded late yesterday afternoon. The results will appear in detail to-morrow.

Mr. Andrew Carnegie has agreed to finance a movement for the reform of the speaking and writing of the English language. Mr. Carnegie will give an annual donation of £2,000.

Yesterday, Easter Monday, was largely observed as a public holiday in the Colony. Many picnic parties took advantage of the favourable weather to enjoy themselves in the usual *à fresco* fashion.

On the Parade Ground yesterday evening an excellent programme of music was played by the combined bands—the Sherwood Foresters, 33rd Barmas and 10th Bombays. A special feature was the bagpipe selections. There was a very large attendance, including Sir William and Lady Gascoigne.

Hiram Montgomery was charged at the Police Court yesterday with wilfully remaining in the Colony after the departure of his ship, the *Houard de Troup*. He pleaded guilty, and was fined \$25, with the alternative of a month's hard labour. Funds were low, and Montgomery went to prison.

The Commercial Intelligence Committee of the Board of Trade have arranged with the Foreign Office to send Mr. Henry Cooke, British Commercial Agent at Moscow, to visit Siberia on their behalf, in order to examine and report upon the conditions of trade in that country. Mr. Cooke will probably start from Moscow early in May.

The four Chinese seamen of the fishing junk which arrived recently at Shaokwan and reported that two of the crew had mutinied on the high seas and murdered the master and his wife and son, were remanded at the Magistrate's yesterday charged with the manslaughter of the two murderers, who jumped or were thrown into the sea and are believed to have been drowned.

Singapore, reports the *Free Press*, says goodbye humanly speaking for the last time to that splendid old sailor, Admiral of the Fleet, Sir Henry Keppel, who has spent his second consecutive winter in those scenes which in the active days of his career he knew so well and loved so much. The Admiral left for home on the 3rd inst. amid every mark of respect shown to him by the officials and residents of the port.

A New York telegram reports that the fight for the possession of the Southern Pacific railroad has terminated in a complete victory for the Harriman forces, and Keene has withdrawn from the fight. It is believed that this means a vigorous campaign of American capital in the direction of Mexico, and the results are being watched with the greatest interest. The probable results are considered of international importance.

As he was leaving the Star Ferry wharf on the Hongkong side of the harbour the other day, an Indian dropped his silver watch, which a coolie obligingly picked up and then bolted with. At the cricket ground the Indian ran the Chinaman to earth and had him taken to the police station. When charged at the Police Court the defendant denied the theft, but the evidence against him was too strong and yesterday he was sentenced to a month's hard labour.

It is related that Major-General Baden-Powell, who arrived in England last month from South Africa on the *Kinfauns Castle*, made himself very popular with the passengers on the steamer; he sang at the concerts, recited extempore verses, and presided over the Sports Committee. The versatile General can write equally well with both hands, and it is very difficult, according to the stewards on the *Kinfauns Castle*, to tell his left-hand from his right-hand signature.

During the Easter recess occasion has been taken to give the Supreme Court a thorough and much-needed overhaul. Inside the building one can see nothing but bamboo scaffolding, while the small of paint promises to last until the Criminal Sessions start on Saturday. At the Magistrate's too the Courts are being completely renovated for the first time for many years. Curiously enough the witness-box has been painted white in contradistinction to the general scheme of darker colour used in the body of the Court. Perhaps the white-painted boxes are emblematic of the use to which they are put; it can hardly be expected, however, that they will long retain their pristine freshness of appearance.

TELEGRAMS.

REUTERS SERVICE.

THE EVACUATION OF MANCHURIA

LONDON, 10th April.
The *Times* correspondent at Moscow says that despite the strenuous opposition of certain Russian Ministers, it has been finally decided that the evacuation of Manchuria must be completed. M. de Witte, the Minister of Finance, has consistently urged the necessity of this step on economic grounds.

THE STRIKE IN HOLLAND.

LONDON, 10th April.
Amsterdam was in partial darkness last night.

OBITUARY.

LONDON, 10th April.
The death is reported of M. Stoberbin, the Russian Consul at Motovetza, who was wounded by an Albanian soldier.

MR. W. HAYES FISHER'S SUCCESSOR.

LONDON, 11th April.
The Hon. Arthur Elliot, M.P., has been appointed Financial Secretary to the Treasury.

PRESIDENT LOUBET TO VISIT ENGLAND.

LONDON, 11th April.
The *Debate* states it is considered certain that President Loubet will return the King's visit.

THE PHILIPPINE CURRENCY.

LONDON, 11th April.
The Washington Treasury continues to purchase silver for the Philippines.

FIGHTING IN THE PHILIPPINES.

LONDON, 11th April.
The Americans captured Bacolod, the stronghold of the warlike Moros of Mindanao, on Wednesday; one hundred Moros were killed and many wounded; three Americans were wounded.

RUSSIA IN THE FAR EAST.

LONDON, 11th March.
General Kouropatkin, Minister of War, starts in a fortnight on a two months' tour to the East; the tour will include Port Arthur, Dalny, Japan, and Vladivostok.

SERIOUS ACCIDENT TO AN EUROPEAN.

FALLS OVER A CLIFF.
A serious accident occurred to one of a party of Europeans who were walking on the Jubilee Road on Sunday afternoon. At a point on the road they stopped, and Sanitary Inspector O'Donnelly, the one who met with the mishap, crossed over near the edge to select a place whereon he and his friends might rest. He was standing on some newly-laid turf, and had just uttered the words, "Here is a nice place to sit," when the turf gave way and threw Inspector O'Donnelly off his feet. For the first six feet or so of the descent the slope was not a steep one, but after that it was almost a sheer fall into the sea. Inspector O'Donnelly had no chance to regain his feet, and he rolled head over heels for a distance of some fifty feet, when a tree fortunately arrested his progress and saved him from what must have been almost certain death, for he was now insensible and could have done nothing to save himself had he fallen into the water, which is deep all along the foot of the hill. Two other European members of the Sanitary Board, Inspector O'Keefe and Senior Inspector Conolly, were of the party, and they descended the hill and succeeded after great difficulty in getting the unconscious man to the top. Whilst they were doing their best to bring him round another European rode up on horseback, and when the situation had been explained to him he galloped off to the nearest police station, whence a telephonic message was transmitted to the Central Station. From there an ambulance was sent to the scene of the accident, but before it reached the spot a carriage containing several Chinese gentlemen came across the group on Jubilee Road. Very obligingly the occupants descended and allowed the injured man to be placed in the vehicle, which some distance farther on met the oncoming ambulance. Inspector O'Donnelly, who had been taken in hand by the European ward-master of the Government Civil Hospital, was transferred to the ambulance and conveyed to the hospital, where he is progressing favourably, it is stated, despite the serious injuries he sustained to his head and body.

THE LILLIPUTIANS.

Pollard's juveniles repeated the ever-popular comic opera *The Geisha* last night in the Theatre Royal. A better wind-up to a holiday could not be wished for, and so evidently thought the audience, which filled the house in every part.

To-night the *Belle of New York* will occupy the boards; also on Wednesday.

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 10th March.
The latest talk in shipping circles here is the formation of a society for the training of sailors for the mercantile navy, called forth, it is said, by some remarks made by the Emperor a short time ago, when it appears he expressed a wish to see Hamburg in possession of a racing yacht worthy of her position as the chief commercial port of the empire. Influential members of the ship-owning community and others took up the matter, and after mature deliberation came to the conclusion that if anything was to be done in that direction it must be on wider lines and with a view to public utility. They therefore drew up the following programme:—

- (a) To endeavour to secure a steady flow of recruits to the mercantile marine.
- (b) To train crews for yachting.
- (c) The purchase of a racing craft that will do honour to the town.

This seems to have met with general approval, and in order to carry it out an association as stated above has been started under the name of "Die Seefahrt." Money is flowing in apace; single donations of £1,500 and upwards have been received whilst the annual subscriptions promised range from smaller sums up to £200.

It has been stated by many at home as well as on the Continent that a seafaring life no longer appears to possess the same attraction for boys as formerly; whether in our matter-of-fact age the love of adventure is on the wane or whether the hardships of a sailor's life act as a deterrent or whether the wages compare unfavourably with those obtainable on shore would be hard to say, the fact, however, remains that fewer lads enter the profession and this is particularly marked in districts bordering on the sea. Here in Hamburg for instance the greater number of apprentices and boys shipped within recent years have come from the interior of the country, principally from South Germany; perhaps because distance lends enchantment to the view.

One of the chief objects of the new association is to try to counteract this tendency by offering inducements to lads in the town and its neighbourhood to go to sea and by endeavouring to enlist the sympathies of shipowners large and small, of proprietors of sea-going vessels as well as of coasting boats, river craft and fishing smacks in the cause. They are prepared in certain cases to provide the outfit and hope by such means to obtain a steady increase in the number of recruits.

It has long been a sore point with German yachtsmen that what successes they have achieved have been gained with foreign crews, chiefly English; as a special training is required to fit them for their work, which the ordinary sailor lacks. This too the Society hope to remedy by paying particular attention to this branch of seamanship.

Of the purchase of a yacht such as the Emperor would wish to meet in friendly rivalry nothing need be said, as it is hardly a matter of general interest and certainly of minor importance. The important point of the scheme is the raising of the necessary number of sailors to meet the steadily increasing demands of the trade. New lines of steamers are continually being started and by the time this resolves upon the coasting service recently announced by the Hamburg America Line in conjunction with Messrs. Kunst & Albers of this port, to run from Hongkong and Shanghai via Chemulpo to Port Arthur and back by Newchwang to Canton will probably have been inaugurated.

Another now line to be opened by the same company is that from Hamburg to the Mexican ports direct, with a special eye to passenger traffic. The luxuriously fitted up boats of the "Princess class" have been reserved for this route and the first of them, the *Prinz Adalbert*, is advertised to sail on the 8th April.

The following figures taken from the annual report for the year 1902 lately published by the shipping master's office of the Hamburg America Line will bear out what has been said above with regard to the need of more seamen and at the same time illustrate the steady growth of that company.

At the close of 1901 the fleet of the company, the crews of which had been enrolled at the shipping master's office, consisted of 119 ocean-going steamers with, in the aggregate, 8,014 hands; at the end of the year 1902 the numbers were 122 and 8,660 respectively. In 1902, 330 crews of together 19,199 hands were engaged, compared with 382 crews and 19,645 hands in 1901; of these 612 were officers, 492 boatwains and quartermasters, 4,138 men before the mast and boys, 5,988 stokers and trimmers. The remainder were connected with the inner economy of the vessels, medical men and their assistants, paymasters, stewards, butchers, bakers, &c. The figures show an apparent decrease against former years, but this is owing to the new system adopted by the company of engaging their hands for at least a twelve-month instead of for a shorter period or single voyages. The discharges amounted to 19,810 against 18,690 in 1901. The greatest number of hands enrolled in one month was 2,759 in April, the lowest 1,154 in July; the lowest figure of discharges was 879 in February and the highest 2,114 in December. A slight decrease is reported in the number of deserters, viz. 1,322 against 1,461 in 1901, stokers and trimmers as usual contributing by far the largest proportion. Out of the wages earned by the men whilst at sea the shipping master office has paid to their families and other relatives 249,075.50 marks, as against 216,834 in 1901.

The plan of a direct service between England and Canada long contemplated seems to be materialising at last, to use an American term. The

Canadian Pacific Railway Co. is stated to have bought about twenty steamers of the Elder Dempster fleet of an aggregate tonnage of 100,000 tons and all of a comparatively recent date, having been built in the years 1887 to 1902. They are chiefly freight boats and will commence running as soon as their present engagements expire. The ports selected in Canada are Montreal and Halifax; goods can be forwarded thence by the Pacific Railroad to the east coast, where a line of steamers is being organised for their conveyance further west, thus connecting the mother country with her distant colonies and dependencies on the other side of the globe. It is hoped that a considerable saving of time may be effected by this route. Passenger boats will be added later on.

12th March.
The Society "Seefahrt" was definitely constituted to-day. At a meeting of the subscribers rules drafted by the originators were submitted and adopted. A committee was elected comprising the two Burgomasters of Hamburg; Mr. Bullin, the well known director of the Hamburg America Line; and several other prominent members of the shipowning community. It was stated that the Emperor had signified his intention of becoming an active member and that a yacht had been bought in England, the *Rainbow*, which would henceforth bear the name of the *Hamburg* and be manned by a German crew under a German skipper.

BOXERISM IN CHINA.

The Peking correspondent of the *Shanghai Mercury* says:—

Most people were surprised to learn a week ago that Boxer practices had attained the dimensions of a formidable revival in this province these first few weeks of Spring. It was regarded as incredible at first that the military official in the district of Tsun Hsu should capture a dozen of the band there and kill more than half that number while they were actually engaged in their exercises or resisting arrest. Now that the prisoners have been tried and beheaded and a total casualty list of about twenty-five people published to the world, we have been able to see again that we are to expect anything and be vigilant. Yuan Shikai does, and nobody wants to reach a condition of confidence more than he. Now, and for a long time to come, he, as well as the high authorities of the court, waits quiet, industry and taxes. They know that, whatever their ends, a little matter of at least a few years' preparation is necessary.

The Viceroy iterates and reiterates his proclamations against Boxer practices. He will kill every practitioner and imprison every official in whose jurisdiction the practices occur. He will destroy the village that kills his soldiers and he will have submission or death. He will have the State strengthened with education, reform, and western industries. And he will recover whatever lost jurisdiction there is in the provinces or the country when he can. He will do these things and people must say nothing against his plans. The people, however, do not hesitate to criticise him, and being unable to see the necessity of these things attribute his activities to selfish motives as usual, and accuse him of taking the substance of the province for his own use. In Peking they are very bitter. The hand of despotism is notable to control them entirely, and we see the proof of this in the Boxer disturbances and practices. In most places the practitioners are no more than highwaymen. They make no distinction between convert and non-convert, nor between soldiers of the Viceroy, the mandarins and the people. They do claim that the conditions of life under the new scheme of taxes is intolerable. The land tax has doubled. There is to be a new stamp tax the first of the fourth moon. All these things are unnecessary to them. They see no good in so many soldiers who chiefly serve to make them apprehensive. They do not want education. These are some of the difficulties of the provincial administration. I suppose they can be duplicated in most of the other provinces.

THE C.P.R. MAIL SERVICE.

In view of the scheme of the Canadian Pacific to shorten their mail service to the Far East by about five days, the following Canadian telegram from the London *Express* bears a certain significance:—

"The Dominion Government has published an official invitation for tenders for a service of steamers between Canada and Great Britain. They must have speeds from eighteen to twenty-one knots, and be wholly British-owned. It is believed that both the Canadian Pacific and Grand Trunk Railways will make tenders for the service. It is one of the conditions of the Government that no foreign ports are to be touched, so that the former plan of running to Portland (Maine) in winter is precluded. The movement is hailed here with enthusiasm, and it is hoped that the long-expected scheme may be put in force. It is thought that the Canadian Pacific has the best chance of securing the subsidy offered by Canada, which will doubtless be the former one of \$160,000."

From the same journal we note that the Allan Line, the pioneers of the Canadian trade, have ordered two 10,000-ton passenger steamers on the same lines as the *Bavarian*; to be built at the earliest possible moment. This move is believed to be due to the fact that the Moran combine intends to enter into competition with the Allan Company as soon as navigation opens on the E. & L. Line. The Canadian Pacific Railway are also ordering fast passenger steamers for the Canadian trade, and Sir Thomas Shaughnessy, the president, is on his way to England to discuss the question with the European managers of the company.

CHINESE CONCESSIONS.

WHY CHINESE BONDS HAVE FALLEN.

A correspondent writing to the *Financial Times* on March 2nd says:—A fortnight ago it was pointed out in the House of Commons that of the many concessions for railways, mines, &c., obtained five years ago in China by British companies, not one of them has been proceeded with. In a China Consular report just issued it is suggested that the British Government could in the future make itself of service by assisting approved companies and syndicates of acknowledged standing to acquire concessions for railways, mines, &c., in clearly defined areas under agreements to which the Chinese Government, central and provincial, is a party. During the whole period referred to we have had such companies and everything in the power of a strong and resourceful Government has been done for them, with the result above noted. The cause of the sad situation in which these concessionaires find themselves cannot be remedied by any augmentation of their financial means or an increase of their commercial capabilities. There is a worm at the root, and until it has been removed it is impossible to look for any permanent improvement in the value of Imperial Chinese industrial bonds, however strongly these may be supported by the British Government. The fact that there are debts of the previous North China Railway Administration which are still unpaid and unprovided for has had a very unsettling effect on the minds of investors. Four months ago the price of the bonds fell 5 per cent, when it became known that the lines had been handed over to the Chinese, but that the settlement of these debts had not taken place. These obligations are admitted by the Chinese officials, but they have been unable up to the present to discharge them, owing to the peculiar manner in which their finances are now controlled by foreigners in their own favour.

The weak spot in our relations with China in these matters is, therefore, of a moral character, as well as a commercial one. The following quotation from Lord Curzon displays a keen insight into the hidden forces then at work, but now patent to all who are familiar with the true state of affairs there: "Moral failure alone can shatter the prospect that awaits Great Britain in the impending task of the regeneration of China." We are now face to face with the realised circumstances which are therein considered possible to arise. All the Continental nations and Americans have proceeded with the concessions obtained by them. Great Britain only has stuck fast—a condition of things which must continue till the North China Railway debt has been settled, and the confidence of investors in these British undertakings inspired by the creation of new conditions in the control of expenditure that will in the future make impossible a repetition of the state of matters which has existed for four years.

[The statement that the British companies have not proceeded with one of their undertakings is incorrect.—Ed. D.P.]

MARCONI ON WIRELESS TELEGRAPHY.

Speaking at the meeting of the Associated British Chambers of Commerce, Signor Marconi said he thought wireless telegraphy had now reached a stage when it could be satisfactorily applied for communications between lighthouses and the shore. He was sorry to say in England there was no lighthouses connected with that system, but outside England he could quote several instances where it was used in that connection. In the United States it had been used for two years, between Nantuxet and the shore, a distance of about 35 miles. In Germany it was used between the Borsum Riff lighthouse and Borsum; also in the Straits of Belle Isle, between Newfoundland and Labrador. In England it had been experimentally used to the satisfaction of the Trinity House Brothers, between the East Goodwin and the shore. Therefore, he did not think there was any technical difficulty. As to the cost for a distance of 30 or 40 miles, a sum of £300 or £400 would do the thing, whereas to lay a cable cost £200 a mile. He thought this would greatly increase the safety of shipping and navigation. In addition to warships, there were twenty-eight steamers sailing in British waters carrying wireless telegraph apparatus. In the case of lighthouses being fitted with the apparatus they would have the additional advantage of being able to communicate with them and the shore. On the occasion of the recent gale, one of the French passenger steamers got into difficulties near the Goodwin Sands, and signalled to a passing Belgian steamer which had the apparatus, and was able to communicate with another Belgian steamer in Dover harbour. He was sorry to say no English lighthouses were fitted with the wireless system. He might be taken to be a party in his statements, but if Trinity House or the Board of Trade wished he would be very glad to show them what could be done.

LATEST STEAMER MOVEMENTS.

The steamer *Gregory Apar*, from Calcutta, left Singapore for this port on the afternoon of the 11th inst.
The C.M. steamer *Keenan* left Singapore on the 12th inst. a.m. and is due here on the 17th inst.
The N.Y.K. steamer *Kinsui Maru* (Bosny Line) left Singapore for this port on the 11th inst. p.m. and is expected here on the 17th inst.
The C.P.R. steamer *Albatross*, from Hongkong and ports of call, arrived at Vancouver at 6 p.m. on the 11th inst.
The ill-fated C.P.R. steamer *Empress of Japan* arrived in New York on the 10th inst.

MISCELLANEOUS NOTES AND NEWS.

REORGANISATION OF THE ROYAL DOCKYARDS.
An official announcement has been made of the impending great changes in the organisation of the Royal Dockyards. These will be of a far-reaching character, and are directed towards increasing the efficiency of these establishments. The Naval pensioner section employed at each yard was to be disbanded at the end of March and the men in it turned over to the Dockyards as ordinary workmen. One administrative department is thus got rid of. Besides this the Admiralty are arranging for direct control over all work done by private contractors, with a view to saving much waste that has hitherto been occasioned.

LONDON BUSES.

The proceedings at the meetings of the two principal London omnibus companies' meetings do not show that any very tangible success has yet been achieved in finding a 'satisfactory' motor omnibus. Last year the Road Car Company were trying a steam bus, but nothing has been heard of it lately. As at that time, so also now, the General Omnibus Company do not appear to be so active in the search as their rivals. The chairman of the Road Car Company is able to announce that experimental automobile buses of various kinds will soon be running, and the directors think they have discovered a good one. It is hoped that they have, says a contemporary. The difficulty of the problem is only equalled by its urgency. If possible, an engine which could use a heavy cheap oil would be a solution. Reliability and cheapness of maintenance might come in time. The necessity for a change arises not merely from the cost of fuel, but from the increasing competition of electric tramways and tube railways. Hence the salvation of the omnibus companies depends on a motor being discovered which will work more cheaply and drive the bus faster than the horse, and will at the same time be less costly in maintenance.

GREAT AMERICAN RAILWAY PROJECT.

A number of diplomatic representatives of American Republics conferred with Mr. Loomis, Acting Secretary of State, recently on the subject of the projected inter-Continental railway, which when completed will connect the railway systems of the United States with the systems of Argentina and Chili. The Governments interested are willing to further the scheme by liberal grants of lands and money. The cost of construction is estimated at 260,000,000 dollars. There will be 560 miles of connections. Mr. Davis, a former Senator, who is a member of the Permanent Inter-Continental Railway Committee, said he had been authorised to announce that Mr. Carnegie was willing to give financial support to the project at the proper time.

MILITARY SUICIDES.

Some interesting figures relating to suicide in the Army are printed in the *Matin*. The habit of self-destruction seems to be a declining one in all armies except the Russian, where thirteen men in every 100,000 take their lives with unflinching regularity every year. The proportion of suicides in the other great military countries is eighteen per 100,000 in France, twenty-four in Italy, thirty-six in Germany, and 105 in Austria. Different arms commit suicide in different proportions. The Foreign Legion is the most suicidal branch of the French service, with ninety-nine suicides per 100,000, whereas there are only fourteen suicides per 100,000 in the Gendarmerie. The cavalry commit suicide more frequently than the infantry, the infantry more often than the artillery, and the artillery more often than the engineers.

DEAR SODA-WATER.

Twenty-five guineas and a half was the price paid at an auction sale in London last month for a bottle of soda-water. Its enhanced value arose from the fact that the bottle had been raised from the *Royal George*, which, founded in the year 1782. It was stated that the vendor was prepared to attest the genuineness of the relic, which has been in a museum for some time, and finally belonged to the Hope collection. Some sceptics wanted to know whether soda-water was invented when the *Royal George* sank. Bidding started with half-a-crown, and soon two bidders had it all their own way, and the price went up quickly to twenty guineas. At this price one would be buyer gave pause, but began again boldly, only to be shaken off at the monotonous 'half', which his opponent had added to every one of his guineas bid up to twenty-five. The buyers of the bottle of soda-water were Messrs. Stevenson and Howell, Limited, 95A, Southwark Street, essence manufacturers.

NAVAL SECRET-SIGNAL CODE.

According to a London paper, it is stated that a new code of secret signals is about to be issued to the Navy, as the Admiralty considers that occasional changes in the system employed is the best precaution for effectually guarding these important secrets. The captain of every warship, on commissioning, has to personally attend and receive the two precious little volumes from the Admiralty, and on paying off he has to personally return them. Meanwhile, he alone is responsible for their secure preservation, and usually keeps them locked up in different parts of the ship known only to himself and two or three senior executive officers. The two books, which are respectively the code itself and the key, are backed with lead, so that they might be dropped overboard and instantly lost should such a course become necessary during warlike. There is no secret in our whole sea service, which foreign naval intelligence departments would sooner get hold of than the private code of our fleet, and their agents are known to have offered as much as £5,000 for the unobtainable little books which have before now been stolen.

RELIGION AND GROCERIES.

A Chicago telegram says that a general shopkeeper named Norton, in the little town of Converse, Indiana, about sixty miles from the capital, has stirred up the whole countryside for miles about him by his decision to run his shop 'as Christ would run it.' He refuses to sell tobacco, and when the profits in any day reach 10s. he sells for the rest of the day at cost price. He gives away 200 loaves of bread to the poor each day, and those without money receive groceries free, while others who can pay a little get them at cost price. The result is that Norton's shop has attracted people from all the places near by to the detriment of other dealers, who bitterly complain. The run-on the shop has been so great at times that the police have been called there to keep order, and the authorities are now asking Norton to modify his methods, or they will be obliged to take summary measures.

BRITAIN'S BIGGEST LOCOMOTIVE.

'Britain's Biggest Locomotive,' in the shape of the mammoth 'Despard,' which has been built by Mr. James Holden for the suburban traffic of the Great Eastern Railway, had been having a series of little trials run when the last mail left, and several little defects have been discovered. Her 'acceleration powers' are wonderful. In thirty seconds she can attain a speed of thirty miles an hour, which is at the rate of forty-four feet per second, an improvement of fifty per cent. on the most powerful of present suburban locomotives. The Great Eastern already hauls longer suburban trains than any other line, its maximum being sixteen of the new six-axle coaches, with seating accommodation for 350 passengers. When Decapods get common, the number of coaches will be increased to twenty, and the stations on the new Woodford and Ilford line have been made long enough to take trains of twenty coaches. The suburban platforms at Liverpool Street will have to be lengthened, for they are only just long enough for the present length of train.

BRITISH COLONIES AND THE NAVY.

Commenting on a recent debate in the House of Commons which arose in connection with a publication of the Colonial Conference Blue Book, the *Outlook* says:—Mr. Robertson might have spared us his calm post-mortem of the war enthusiasm. To a total war expense of £260,000,000 the Colonies have contributed £2,000,000. Well, it was our war, and they gave their sons' lives in our aid. The Colonial contribution to the Navy is at the rate of 4d. a head, while ours at home is 16s. a head. Well, it is our Navy. Free-trade within the Empire is as yet a phrase, for the interests of Canada, Australia, and New Zealand are divergent and even opposed. Well, they are thinking of their trade and we of ours, of which theirs with us only forms one-fifth of the whole. It is a step in advance to have dispelled impossible dreams and put in their place substantial realities, on which account Mr. Austen Chamberlain's contention that further conferences will do good by producing further enlightenment is heartily to be supported.

THE SOUTH AFRICAN DIAMOND FIELDS.

THE STORY OF THEIR DISCOVERY.

The story of the discovery of diamonds in South Africa is one of the romances of the nineteenth century. Mr. Stead, in the *Review of Reviews*, reports an interesting interview with Mr. J. B. Robinson, the South African millionaire, at which he had the privilege of hearing the familiar story once more from the lips of the man who was the first to open up the diamond fields which twenty years later passed under the control of Mr. Rhodes.

"It was in 1897," said Mr. Robinson, "when I was driving down from my farm, where we had 1000 head of cattle, to a neighbouring town, when I heard the story that the great diamond had been found in the Vaal River. I had no sooner finished my dinner than I decided to abandon the journey upon which I had started to go straight back over the road by which I came, and go and see for myself the country where the diamond had been found. My old Malay driver stared wonderingly at me when I ordered him to inspan and drive back; but he obeyed, and as we drove northward I had time to reflect upon the story which I had just heard. It was the story, which I afterwards learnt much more in detail, of the finding of the Star of Africa diamond. You have heard the story, of course, many times, but it is a good story and always worth telling again."

"An old friend of mine, Mr. John O'Reilly, had outspanned at the farm of Schalk Van Niekerk, in the neighbourhood of Hopetown. When they were sitting on the stoep drinking their coffee, O'Reilly noticed a little girl playing with some stones before the house; the game which children have played ever since the world began. Some called it jacks; others, it has different names in different countries. It is a very simple game; the child throws the stone into the air and catches it again; after having picked up another stone from the ground. The stone the little girl was playing with had a curious lustrous glow which attracted O'Reilly's attention. He spoke about it to Van Niekerk, who said it was only a shining pebble which the child had picked up somewhere. O'Reilly, however, said he wanted to look at it, so they got the stone and examined it. As the result of the examination it fascinated him more than ever. He turned to Van Niekerk and asked if he would sell it. 'Nonsense,' said the Dutchman, 'it is not worth anything; you can have it if you like.' It was in vain O'Reilly pressed him to name a price. 'Well,' said he, 'at least I will take it to Colenbierg and see what I can get for it, and whatever I get I will give you half.' When he got to the hotel at Colenbierg he showed it to a

man whom he met there, and asked him what he thought of it. 'Nothing,' said he, 'it is only a pretty pebble and not worth anything at all.' 'It will cut glass, anyhow,' said O'Reilly, and going to the window he cut a pane. 'That is nothing,' said the other; 'I can do the same with my gun-flint, and with the flint he made a scratch in the glass which was indistinguishable from the cut made by the diamond. In disgust they threw the stone out of the window, but afterwards O'Reilly went and picked it up again and put it in his pocket. In Colenbierg he met a colonial official, who seemed to think there might be something in it. At last he decided to send it down to Cape Town. A lapidary who had just arrived from Europe examined the stone and reported that it was a 21½ carat diamond, and bought it for £500."

"Back went O'Reilly to Van Niekerk and paid him half the money, as he had promised. This set Van Niekerk thinking. He remembered that some time ago he had seen a little bushman who carried on a string round his neck as a kind of charm a big stone which had the same dull lustrous glow as that which had just been sold at the cost of £500. He saddled his horse and rode off to seek, and if possible, to find the bushman. He rode here and he rode there, but the missing bushman was nowhere to be seen. Wherever he went he left word that if the bushman turned up he should be sent on to him at once, and at last he turned homeward fearing that the prize had escaped him. Some time afterwards Niekerk got up early to harness two lean horses so as to drive into Hopetown. He saw a dirty little bushman sitting at the end of the house. 'Who are you?' he asked. 'Don't you know me, Baas? They said you wanted me.' In the dim light Niekerk recognised his bushman. 'Have you got that stone,' said he, 'that you used to wear round your neck as a charm?' 'Yes, Baas,' said the bushman. 'Let me see it.' The bushman slowly and a dirty bag which he wore round his neck and produced a huge diamond. After a little bargaining the bushman agreed to part with it for a sheep. Niekerk drove off to Hopetown, where he sold it for £11,200. It was the famous Star of Africa—a diamond which was afterwards sold to the Countess of Dudley for £30,000. 'I tried to get it,' said Mr. Robinson, 'long afterwards, but I find it is no longer in the possession of the Dudleys. It is said to be somewhere in America, but I have never been able to trace it."

"Of the subsequent history of that diamond I, of course, knew nothing. As I drove back to my farm all that I knew was that two diamonds had been found in the neighbourhood of the Vaal River, one of which had been sold for £11,200. When I got home I loaded up my waggons with water-barrels, guns, spirit, and everything that I required for camping out. It was a good wagon, lined with baize—a portable home. I struck out for the Vaal River. When I reached it I had to cross by a very ugly drift full of boulders, and when I got to the other side a swarm of bushmen came down upon me just like a cloud of flies and demanded for a drink; they saw the water dripping from the barrels, and they thought it was spirit. They were mightily disgusted when, after catching it up in their hands, they found it was only water, nothing more. Afterwards, with great difficulty, I succeeded in getting them to go off to seek their chief. I then recrossed the river and, travelling up on the other side, I looked about for diamonds. 'I asked the natives whom I met if they had seen any pretty stones, and at last I found one man who had a diamond—the first that I came across on the Vaal River. It was a small stone, but when I offered him £10 he refused to part with it. I increased my offer to £12, but still he said 'No.' I was determined to have it, so I asked him what he would take for it; he said he would take twenty goats, nothing less. I sent off to the nearest farm and bought twenty goats for £7 10s, and so got possession of my first diamond. Shortly afterwards a Griqua came along. I asked him the usual question, if he had any pretty stones? He produced a handful of crystals, pebbles, and mixed up with them were a few small diamonds. After I had bought the diamonds, much to my disgust, the Griqua very calmly took up my very good crusher bat with a stick and put it upon his head. It was a piece of great impudence, but I controlled myself, as I saw that I could never put on the hat again after it had been on the native's head."

"He watched me very closely, and after he saw that I was not angry, and that I made no protest, he said, 'Now I see that you are a good young man, and as I see to reward me for my goodness, he produced from some place where he had concealed it on his person a twenty-three carat diamond. 'You are a good young man,' he said; 'what will you give me for this?' 'No,' said I, 'what do you want for it?' 'I want your wagon, Baas,' he said. 'No,' said I, 'my wagon is my home; I cannot give you this wagon; but if you will wait until I can send for it I will get you another wagon.' 'It must be horse wagon, Baas,' 'Yes,' said I. 'With eight oxen,' said he. 'With eight oxen,' I replied. 'Baas,' said he, 'you will give me some sugar as well.' 'Yes,' said I, 'you shall have some sugar.' 'And tobacco?' he asked. 'And tobacco as well,' I answered. 'Baas,' he said at last, coming to the end of his stipulations, 'won't you give me some pounds of money to buy clothes for my wife?' 'Yes,' said I, 'you shall have some money too.'"

"With this he was contented; he offered me the diamond to keep till the wagon came. I sent down at once to my partner, telling him to buy up every wagon he could get on the country side, to come himself, and to bring all the cattle with him from the farm. He did as I said him. And in a few weeks the Griqua received his wagon with eight oxen, sugar,

tobacco, money for his wife's dresses, and I had the diamond. "The news spread like wild-fire through the country-side that a white man was giving away waggons and oxen for bits of stone. I set all the natives who came to work to seek for diamonds on one side of the river, and I fished up my own fifty men—Kaffirs from Basutoland—to hunt for diamonds among the bushes and scrub on my side of the river. I may say that I had bought the land on both sides of the river so that I was working on my own property. When my men first came up I showed them a handful of diamonds, and told them to look at them. Now a Kaffir is marvellously acute in his observation of stones—so is a Boer—there is nothing that escapes them."

"Look well at these stones, I said, 'for I want you to find some more like them.' They examined them closely. 'Yes, Baas,' they said, 'we see what they are like.' 'Now,' said I, 'see if you can pick them up, and I flung the diamonds down among the pebbles in the river bed. They picked them up without any difficulty. "Now," said I, 'go and hunt among the bushes by the side of the river, and see if you can find any more like them.' Off they started, and found nothing; the second day they went out, and that day was also blank. The third day they went at it again, and were equally unsuccessful; so they were on the fourth day, and on the night of the fourth day they were very much disheartened. They said there were no stones like the others, and it was no use looking for them. But as the other natives were finding diamonds all the time, on the other side of the river I was quite sure that there must be some on my side, and told them to go on again."

"Next morning, at sunrise, when I was having my coffee, I was startled by a great hullabaloo, and looking out I saw the whole gang of my men rushing towards me in a state of wild excitement. One of them had found a diamond of a good size; they all had come to see what I would do. 'What will you give me for it?' says he. 'I will give you ten cows,' I replied; and I sent the man into the herd to take his pick, and he marked ten of the best cows as his own. They had never dreamed of making such a bargain. Ten cows for a bit of stone! Off they went again after that, and found diamonds every day; they all became rich, and I accumulated a goodly store of precious stones."

"My partner and I made a square with four waggons. We dug a hole in the ground, in which we buried the diamonds, and set upon the top of the hole on a chair manufactured out of packing cases. At last, after we had accumulated a large quantity, we decided we had better send them to London. We made a baize belt full of small pockets or pouches, in each of which we placed a diamond. When the belt was filled, my partner girded it about his body and started down country for Cape Town, from whence he sailed to London. He was so afraid of losing his precious consignment that he never took off the belt until he reached London. His back was sore, as you can well believe, with this diamond belt tightly fastened round it night and day; but he never flinched. And it was, in this way the first consignment of African diamonds reached London."

"I ought to have told you, however," said Mr. Robinson, "that on my way to the Vaal River I crossed the veldt at the very place where to-day you will find De Beers' mine in full activity. I had outspanned at a Boer's house on Sunday morning and asked to be allowed to stay there, as I wished to rest on Sunday. The Boer, with the invariable hospitality of his race, gave me leave and gave me coffee. I talked to him about diamonds, and asked if any had been found in the neighbourhood. He said that an old woman at a farmhouse a little distance off the road had, he believed, a stone (of the kind that I wanted. Next day after receiving minute directions as to how to find the house, I sent the wagon on by road and, taking the footpath which he indicated, I found no difficulty in finding the house. The old woman had a diamond which, she said, she had found in a dry watercourse near the house. Her house stood upon what was afterwards known as the diamond mine of Dutoitspan. The house in which she lived was plastered with soil, which was afterwards discovered to contain many diamonds. The Boer woman told me that at another farm a little further on another stone had been found. So I started off to seek it. On my way I shot two bucks near a tree, and soon after met the Boer De Beers, who asked me if I had been shooting, and I said 'Yes,' and then after a little talk he showed me a diamond. 'I went on to his house, which is now De Beers. I asked him where he had found the diamond. 'I found it,' he said, 'over there, just where you shot the springbok near the tree. It was a very curious coincidence, for beneath that tree was found the great diamond mine of De Beers. 'A great rush of diamond seekers came to the Vaal River, and after a time I thought I would go back to Dutoitspan and work the farm. The place was swarming with diggers, and claims thirty feet square were taken up and worked. At first no one went down deeper than eighteen inches or two feet. All the dirt down to that depth was dug up and carefully sieved, but then the gravel seemed to give out, and the miners came upon limestone. One day, however, a miner, having dug out all the gravel on the surface, thought he would dig down through the limestone and see how far it went; he did not get down more than nine feet when he found a big diamond. You can imagine the sensation that this produced. I took a partner and together we bought a claim for £300. After working it for a time I cleared £2,000, and being satisfied, I told him he could have all that was left of the claim for himself. He was very grateful, and I profited by his gratitude nearly twenty years later."

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

[38]

IF YOU REQUIRE BOTTLED ALES, BEERS AND STOUTS, BUY THE BEST

Ind. Coops & Co's	Per 6 Doz. Pts.	Doz.
Ale	18.50	\$2.35
Bas. Light Gravity	4	Qts. 19.00 4.75
Bas. Light Gravity	8	Pts. 21.00 2.65
Bas. Boar's Head	4	Qts. 22.00 5.50
Do.	8	Pts. 27.00 3.40
Dortmund, Pilsener	4	Qts. 18.00 4.50
Do.	8	Pts. 18.00 3.90
El Capitan	4	Qts. 16.50 4.15
Do.	8	Pts. 16.50 3.75
Jubilee	4	Qts. 16.50 4.15
Do.	8	Pts. 16.50 3.75
Munich, Dark	4	Qts. 17.00 4.25
Do.	8	Pts. 17.00 3.85
Blatz, American	4	Qts. 28.00 4.75
Do.	8	Pts. 28.00 4.20
Yebisu, Japanese	8	Pts. 16.00 2.10
Light	8	Pts. 17.00 2.20
Dark	8	Pts. 17.00 2.20

STOUT.

Ind. Coops & Co's	Per 8 Doz. Pts.	Doz.
Guinness, Boar's	4	Qts. 20.00 5.00
Guinness, Boar's	8	Pts. 25.00 3.15

H. PRICE & CO.

12, QUEEN'S ROAD.

GRACE & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 63, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards: Panoramas of Hongkong, Macao, Canton, Chinese Customs, Views &c. &c., in Photocopy and Coloured Colotype. Assortment of Postage Stamp Albums, Louises, Hinges, Ties and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference. [113]

NOTICE.

WANG HING, JEWELLER, has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY and WALSH) and has also kept his old Shop as a Branch Establishment, named **WANG HING & CO.** Hongkong, 23rd March, 1903. [472]

S. I. ENTING.

SURGEON DENTIST, No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903. [32]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VUEX ROAD CENTRAL HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [796]

CARMICHAEL & CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS.

TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 13th March, 1903. [3404]

HONGKONG ICE COMPANY, LIMITED.

FROM 1st MAY NEXT, until further notice, the retail price of ICE will be TWO CENTS PER POUND. Rates for One Ton and upwards, supplied to shipping, direct from the Works will remain as formerly. Cold Storage rates on application. **WM. PARLANE,** Manager. Hongkong, 11th April, 1903. [1129]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

MARBLE AND GRANITE MONUMENTS. No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1901. [2]

"THE EAST OF ASIA."

(Published Quarterly.) CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price \$1.50. On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; MESSRS. KELLY & WALSH, Hongkong; and all leading Bookellers in the Far East. Hongkong, 14th February, 1903. [52]

10 CONNOISSEURS.

FOR SALE. A SMALL Collection of the Choicest Old CHINESE PORCELAIN ENAMELS and BRONZES. For Particulars apply to—"KERAMOR," Care of Daily Press Office. Hongkong, 4th April, 1903. [1084]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"COROMANDEL" FROM HOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex s.s. *Himalaya*. From Calcutta, ex s.s. *Japan*. From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N.* Co's steamers. Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th April, 1903. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 14th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th April, 1903. [10]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. A General Average Bond lying at the office of the Undersigned, has to be signed and a deposit paid before delivery of cargo can be obtained.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LIMITED,** Agents.

Hongkong, 10th April, 1903. [1125]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA" FROM TACOMA, VICTORIA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 7th April, 1903. [7]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 14th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th instant.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th April, 1903. [10]

DAVID CORSAI & SON

MERCHANT NAVY

NAVY BOILED LONG FLAX BELLAUNE CROWN TAPPAULING ARNHOLD, KARBERG & CO., Sole Agents.

COLD STORAGE

THE HONGKONG ICE COMPANY, LD.

have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [65]

TO LET

SPACIOUS NEW HOUSES AND FLATS.
Connaught Road, Des Vaux Road and
Pottinger Street. Close to Blake Pier. Specially
suitable for Offices, Stores, &c. Rents very
moderate.
Apply to—

S. A. SETH,
Dairy Farm Co.,
or
KWONG SUN TAI,
34, Wing Lok Street,
Hongkong, 27th November, 1902. [80]

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOMBE" MAGAZINE GAP. Avail-
able from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

"THE RETREAT," MOUNT KELLET.
FLATS IN MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIFON TERRACE.
GODOWNS at BOWRINGTON (PRAYA
East).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st January, 1903. [71]

TO LET.

**TWO SPACIOUS GODOWNS—Nos. 85
and 96, PRAYA EAST.**
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 2nd December, 1902. [82]

TO LET.

**FURNISHED completely, with possession
from 1st May, semi-detached SIX-
ROOMED HOUSE, No. 2, GOMES
VILLAS, Des Vaux Road, Kowloon. Cool
and breezy. Facing Kowloon Bay. May be
inspected by appointment.
Address—
C. R.,
Care of Daily Press Office.
Hongkong, 25th March, 1903. [588]**

TO LET.

**OFFICE, Airy and Commodious, No. 3,
QUEEN'S BUILDING, 8th FLOOR.**
Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [587]

TO LET.

**"WESTBOURNE VILLA," North
BONHAM ROAD.
No. 1, CAMELION VILLAS, MOUNT
KELLET.
Nos. 7, 11, 15 & 18, BELILIOS TERRACE.
"BISNEE VILLA," POKFULUM ROAD,
Land on sea front Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 2nd April, 1903. [1046]**

TO LET.

**NO. 12, CASTLE ROAD.
No. 74, CAINE ROAD.
Nos. 7, 8, and 11, SEYMOUR ROAD.
1st FLOOR of No. 49, FEEL STREET.
GODOWN No. 3, PRAYA EAST.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 8th April, 1903. [1073]**

TO LET.

**OFFICES at 6, QUEEN'S ROAD
CENTRAL.**
Apply to—
G. GIRAULT.
Hongkong, 3rd January, 1902. [72]

TO LET.

**NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCUROTOR.
Hongkong, 1st January, 1903. [73]**

TO LET.

**FROM April 1st, the GROUND FLOOR
and the TOP FLOOR of No. 41, Des
Vaux Road Central.
Apply to—
C. S. L.,
Care of 81, Queen's Road Central.
Hongkong, 16th March, 1903. [854]**

BOARD AND RESIDENCE.

**MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]**

**PRIVATE BOARD AND RESIDENCE
NOS. 12 and 14, QUEEN'S ROAD
CENTRAL. Entrance by Zealand
Street.
Hongkong, 3rd March, 1903. [700]**

**FIRST-CLASS BOARD & RESIDENCE.
"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD.
Apply to—
MRS. G. SACHSE,
"St. George's House,"
Hongkong, 15th March, 1903. [683]**

**"TANG YUEN,"
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Maddison Road,
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]**

**BOARD AND RESIDENCE.
Apply to—
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Hongkong, 14th February, 1903. [52]**

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**TOP FLAT of "SEAVIEW," WANGHAI
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**"HARTLEY," STONY BROOKE,
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ROAD.
Apply to—
LAU CHU PAK,
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Hongkong, 7th March, 1903. [150]**

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**NO. 3, STEWART TERRACE, the
Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th April, 1903. [1108]**

TO LET.

**FURNISHED HOUSE on MOUNT
KELLET, the Peak, for 2 or 2 1/2
months, from 15th April, last.
For Particulars, apply to—
TURNER & CO.
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TO LET.

**FURNISHED ROOM, with BOARD,
situated in Caine Road.
Apply to—
Care of Daily Press Office.
Hongkong, 9th April, 1902. [1102]**

TO LET.

**"BURNFOOT," UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 30th October, 1892. [76]**

TO LET.

**12, ARBUTHNOT ROAD. SIX-
ROOMED HOUSE.
Apply to—
E. A. DE CARVALHO,
C. F. DE CARVALHO.
Hongkong, 18th March, 1903. [894]**

TO LET OR SOLD.

**THE BUNGALOW on Mount KELLET
known as "THE SUMMER HOUSE."
For Particulars, apply to—
J. Y. V. VERNON.
Hongkong, 24th March, 1903. [954]**

TO LET.

**FURNISHED HOUSE in Kowloon.
Apply to—
Care of Daily Press Office.
Hongkong, 7th April, 1903. [1081]**

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to get a bottle of Painkiller, examine it care-
fully to see if it is made by Perry Davis, and
don't be prejudiced to take something "just as
good" because it is a few cents cheaper. There
is only one Painkiller, "Perry Davis."

THE FOREIGN TRADE OF JAPAN.
The report of the Yokohama Foreign Cham-
ber of Commerce for the year 1902 says:—The
returns of the foreign trade of Japan for the
year 1902 show an increase both in imports and
exports.

	1902.	1901.
Total exports	258,290,437	52,349,543
Total principal exports	122,218,701	119,559,183
Total imports	271,733,536	255,816,645
Total principal imports	89,292,505	88,386,688
Yokohama	204,237,873	214,929,694

The total value of the foreign trade of Japan
in 1901 was yen 531,020,000, in 1901 yen
503,268,188, and in 1900 yen 485,325,393.
Among exports, a satisfactory increase in
trade is shown in raw silk, and goods, also in
cotton goods, matting, matches, and fish oil.
Cotton yarn has suffered from the unsettled state
of the North of China, where it finds its most
ready sale, but prospects there are becoming
brighter and a growing trade in this article is
confidently looked forward to.

Matches.—This article is specially adapted to
cheap labour which is still to be found in many
parts, especially in the interior of Japan, where
it is calculated that an adult can live on 8 sen
(about 2d.) a day, but at the ports and in com-
mercial centres skilled labour with the advance in
commerce is finding its own level and though
still cheap as compared with Occidental countries
has much advanced in value.
Straw Braid increases in demand and more from
skill of the Japanese labour but also from its
cheapness.
Copper show a large decrease in the export,
chiefly owing to their increased home consumption.
Imports.—While there are not wanting signs
of a more healthy trade in this branch the
heavy increase in the importation of food stuffs
must tend to impoverish the people in the
current year, and increasing the balance of
trade against this country calls for a note of
warning and caution.

Rice has been largely imported towards the
end of last and during the spring of this year,
for what was at first thought to be only an
unimportant shortage in the crop of this country,
has turned out to be more serious in some of
the northern provinces, and famine has
caused much suffering among the poor.
This has only gradually become known, chiefly
through the reports of the foreign missionaries,
but it is gratifying to think that the foreign
communities of Japan have been the first to
carry relief to the sufferers in a substantial way,
and by their example have drawn the attention
of the public and thus averted a possible
calamity.

Cotton.—There is an increase of yen
19,000,000 in the imports but this is counter-
balanced by the falling off in the imports of
cotton yarn from Europe, and is diminished by
the export of Japanese cotton yarns. In many
items trade seems to be stationary, so near
are the values of both imports and exports to
those of the previous year.
Sugar.—The large falling off in the imports
is still to be attributed to the accumulation of
stocks imported previous to the imposition of
the consumption tax in 1901; these should be
now nearly exhausted, and trade will probably
flow in its normal course now onwards.
Indigo.—The importation continues in spite
of the competition of the artificial article.
Foreign Paper.—The rapid increase of news-
papers all over Japan, and of the publication of
books, has necessitated a large increase of import-
ation of foreign papers, though the output of the
paper mills of Japan is of some importance.
Other articles contributing to the total in-
crease of imports are mails, cloth, Italian cloth,
cotton velvets, and shirting.
Machinery.—Here the falling off in imports
seems to show that the demand had been over-
done in 1901, but there is still a large employment
of labour-saving machines, and a careful cal-
culation of the wants of the Japanese people
should lead to a growing trade in such articles.
The value of the deliveries of the principal
articles of import in Yokohama during the past
year as compared with 1901 has declined about
four and a half millions of yen, but the increase
in the value of exports from Yokohama, was
more than three and a half millions greater
than in 1901.
The increase of foreign tonnage is about
100,000 tons.
The export and import of specie were as
follows:—

	Export.	Import.
Gold	433,312	11,477,852
Silver	1,575,277	2,571,247
Total	2,008,589	14,049,099

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Total

Gold

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Total

Gold

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Total

Gold

Silver

Total

Gold

Silver

Total

Gold

Silver

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